

News from the  
**National Association of  
 Railroad Passengers**

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# Carmichael: Intermodal Terminals the Key

## NARP HONORS REP. SWIFT



NARP honored Rep. Al Swift (D-WA), chairman of the Subcommittee on Transportation and Hazardous Materials of the House Energy and Commerce Committee, by presenting him "The George Falcon Golden Spike Award" at our annual Washington reception April 30. Above, from left, NARP Pres. John R. Martin, Swift with the award, and Amtrak Pres. W. Graham Claytor Jr. Below, Swift addresses the well-attended Capitol Hill reception. (Other reception photos on back page.)

The award, named after the NARP member and former director who donates the handsome plaques, honors Swift "for introducing H.R. 4414 . . . and for promoting adequate funding for the national Amtrak system, testing of high speed trains throughout the U.S., restoration of Seattle-Vancouver service and faster Seattle-Portland and Seattle-Vancouver service. Thank you, Rep. Swift, for taking ACTION!"

(continued on page 4)



*"Building high-speed corridors is of no value if you don't build high-capacity, multi-modal terminals at the ends of these corridors. The old train stations are strategically located in the centers of our cities. . . ."*

—Federal Railroad Administrator Gilbert E. Carmichael,  
 Apr. 14 interview with NARP

Much credit for a new, positive wave of interest in intermodal passenger terminals in the last few years goes to Federal Railroad Administrator Gil Carmichael, who discussed this with NARP Apr. 14. With the blessing of ex-DOT Secretary Samuel K. Skinner, Carmichael set up an Intermodal Terminal Committee, with representation from FRA, Fed. Transit Admin., Fed. Aviation Admin. and Fed. Highway Admin.

The committee has acted as sort of a clearinghouse, receiving requests for information and funding and disbursing seed money to be matched locally for terminal studies. Carmichael himself travels to cities to talk with local officials about the importance of downtown intermodal terminals. For example, he played a major role in getting Memphis to keep its downtown rail line and to view Central Station as a redevelopment opportunity (NARP News, Dec. '89, Feb. '90). Soon, Carmichael will travel to Denver to examine the potential of its Union Station.

### Local Role

Says Carmichael, "The cities have no problem building airports. A city will go out and bond and build an airport and then go and woo the airlines. In the past, the cities have wanted Amtrak and Greyhound to build their own stations. Those are people-moving companies, just like the airlines. The cities need to make the same commitment to putting together and financing these city-center terminals as they have made towards airports."

As for the conventional and high speed rail lines that would use these terminals, Carmichael sees a limited role for the federal government. "It's going to be the states' commitment to realize that these corridors connecting these cities are no different than a highway right-of-way connecting these cities."

Intermodal terminals also would be a good, cost-effective way for cities to satisfy Clean Air Act and Americans with Disabilities Act requirements, by consolidating several older

transportation facilities under one roof.

Carmichael called on states to emulate places like Florida, which requires 15% of its state fuel tax to go to rail and transit. When asked about the Swift Amtrak gas tax penny bill (HR 4414), Carmichael was non-committal, saying if states really want more train service, they should dedicate a penny of *their* gas tax to it.

### DOT SEED MONEY

These cities have already benefitted from the Intermodal Terminal Program:

Albany	\$ 10,000
Atlanta	65,000
Baltimore	45,000
Boston	504,142
Dallas	637,164
Durand, MI	54,800
Fullerton, CA	47,071
Jackson, MS	50,000
Joliet, IL	25,409
Memphis	50,000
Meridian, MS	30,000
New Mexico (Gallup, Raton, Las Vegas)	75,000
Pittsburgh	25,153
Providence	68,270
Sacramento	68,709
San Diego	25,303
Seattle	80,000
<b>Total</b>	<b>\$1,861,020</b>

[Of course, with the ridiculous exclusion of conventional and high speed rail from the flexible funding program of the ISTEA (surface transportation) Act of 1991, state governments have little incentive to invest in those programs, because such investment leverages little or no federal funds, in sharp contrast with state investments in highways, aviation, and even transit. Ed.]

### Airports Crucial

Carmichael envisions good links between intermodal terminals and airports, using local trains or—ideally—intercity rail lines. “We’ve got to start doing just like they are in Europe,” he said, where, for example, German intercity trains stop at a station directly beneath the concourse of the Frankfurt Airport, before going on to Frankfurt’s downtown rail terminal.

### AMTRAK RUNS CALTRAIN, AFTER ALL

Amtrak will begin operating the Caltrain San Francisco-San Jose commuter service July 1, after being awarded the contract Apr. 8. In Feb., Amtrak had lost out to ATE, a private contract transit operator, but in Mar. ATE asked the Caltrain Joint Powers Board (made up of San Francisco, San Mateo and Santa Clara Counties) for \$100 million in liability insurance. The counties refused and ATE backed out. Also July 1, some trains will be extended San Jose-Gilroy (34 mi.), the rest San Jose-Tamien (joint LRT station in south San Jose).

**CORRECTION:** The correct address for contributing to the station committee in Olympia, WA (Apr. News) is: Amtrak Depot Committee; P.O. Box 1964 B-1; Olympia, WA 98507. Mail going to the box previously listed has been getting through.

Carmichael would like to see Amtrak trains originating at Kennedy Airport, stopping at New York Penn Station in Manhattan, and going onto the Northeast Corridor to Philadelphia. Chicago O’Hare Airport would have similar service.

Carmichael does not share the vision some high-speed advocates have of an intercity network focussed primarily on airports; he believes the intermodal terminals must be downtown: “If you’re not careful, if you run maglev or high speed rail [just] airport-to-airport, then you’re going to create a congestion system unlike you’ve ever seen before. And then you’re going to create further rot of the cities.”

He fears that high-speed intercity ground services that link airports alone would cause more urban sprawl, more air pollution, more fuel use and more damage to the city core.

### Bigger Role for Intercity Bus??

But Carmichael feels that the kind of thinking that kept intercity buses out of Washington Union Station is changing. Greyhound has already asked FRA to identify Amtrak terminals that could be shared. This has already been done in some places (New Orleans, Harrisburg, New Haven, Hartford), but the intermodal movement promises to spread this to other, larger cities as well. Carmichael rebuffs criticism of mixing bus and rail passengers, some of which comes from the cities themselves. “The traveling public is pretty much all the same . . . The stations and the lack of connectivity of the present system is the problem.”

Carmichael was upbeat about Amtrak’s long-term prospects. “Significant things have happened during the Bush Administration” regarding Amtrak, he said. “Bush has said that rail passenger service is an essential part of an integrated transportation system. That’s a new administration policy that didn’t exist before . . . Even in a tight budget . . . we proposed capital and operating money this year. Now that’s contrary to what had been done for eight or nine years.” ■

### California Transit Guide

**Learn how to reach hundreds of Golden State destinations without a car (including intercity) with this 175-page, paperback guide to California transit systems. NARP member Kirk D. Schneider and Philip Capo have published the third edition of their *California Transit Guide*, with detailed information on buses, trains and ferries. Bus and transit routes are listed with fares, hours of service and headways. The cost is \$19.95 (plus \$2 shipping and \$1.45 sales tax for California residents) and 10% goes to the Train Riders’ Association of California. Write check to California Transit Publications; Box 72040; Davis, CA 95617.**

### BIRD “FLIES” TO WORLD’S FAIR

Spain’s *Alta Velocidad Espanol* (AVE, which is Spanish for “bird”) Madrid-Seville high speed rail line opened Apr. 20. The AVE covers the 245 miles in just over 2:30, an average speed of 95 mph (peak 186 mph). Though it uses French TGV technology, it will not have one of TGV’s great advantages—the ability to operate on conventional rail lines beyond the two terminal cities. That’s because the AVE is standard gauge, and the rest of the Spanish rail system is broad gauge. (In Japan, the Shinkansen bullet trains are standard gauge and the rest narrow gauge.) There are plans to extend the AVE east to Barcelona and the French border, to tie in with the European high speed network, but that is not likely to happen in this decade.

## Amtrak Chief Operating Officer Dennis Sullivan Addresses NARP

(Dennis F. Sullivan joined Amtrak 18 years ago and became Executive Vice President and Chief Operating Officer in 1988. Since then, he has addressed NARP three times: our Board of Directors in Washington in April, 1989; and NARP Region 5 in Atlanta in March, 1990, and in Charlotte on Mar. 21, 1992. The following observations are drawn from his Charlotte talk.)

- After years of disinterest, the Florida East Coast Railway (Jacksonville-Miami via St. Augustine, Daytona Beach, and Fort Pierce) is talking with Amtrak about restoring passenger service. This would require a connection with Amtrak's existing line at West Palm Beach. The state is concerned first with making "Sunset" extension investments but may be interested in pursuing the FEC issue when those are complete.

- The Chicago-Florida service could be built into a break-even train over time, but would lose money at the start. It would require five sets of equipment—which Amtrak does not have—and cost \$150-175 million; if we got the penny (ed.: as in H.R. 4414), we'd be in the ballgame.

- Restoration of Dallas-Shreveport-Jackson-Meridian service would require \$82 mill. in track improvements. The "Crescent's" Mobile section leaves no room to operate another branch of the train (i.e., New York-Dallas through cars via Jackson).

- Amtrak is excited about the possibility of returning to Jacksonville's historic railroad station, which we surveyed on Mar. 10 with state and local people. Although it does have problems—including back-up moves—it could make a good intermodal terminal.

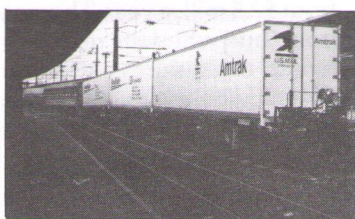
### Rolling Stock

- Superliner sleepers will arrive between June 1993 and May 1995; coaches March-December, 1995. Amtrak wants to exercise the option—good through this Nov.—for 39 Superliners beyond the 140 already ordered (NARP News, May '91) but this will depend on getting an adequate FY '93 appropriation.

- Superliner Economy Rooms will not have bathrooms but there will be bathrooms upstairs. All Viewliner rooms will have bathrooms.

- Amtrak will encourage states not to buy old equipment that is costly to operate and maintain.

- If RoadRailer is successful, Sullivan thinks Amtrak's mail business would grow dramatically. Results of Amtrak's current tests should be available shortly. [RoadRailer is a truck trailer that can run on flanged wheels or rubber tires. It should enable Amtrak to provide mail service to off-line points without cumbersome loading/unloading of mail pallets from traditional baggage or "materials handling" cars. RoadRailer could also facilitate startup of new routes. Ed.]



Three Roadrailer departing Washington Union Station on Amtrak's "Capitol Limited," April 15.

### Commuter Rail

. . . is under consideration in 25 cities. Amtrak would like to operate such services and will be doing so in Los Angeles (also San Francisco—see box on page 2); is working closely with

Atlanta and Georgia officials and—for a Houston service—with Union Pacific and Southern Pacific (Burlington Northern has a separate, competing proposal for Houston).

### Modernizing Railroad Management

Sullivan said that, in his 28 years in railroading, he has watched front-line employees lose authority, a trend he thinks should be reversed so people on the ground can do their jobs better. They should also be responsible when things go wrong. But it is not easy to change the way people manage. ■

### TRAVELERS' ADVISORY

**By mutual agreement among the relevant parties, railroads will be free to impose new contracts and rail labor to strike on Wed., June 24, at 12:01 AM. Congress is likely to act quickly to end any strike but this is not certain; June 24 was picked to avoid Congress's long break for the Fourth of July and the Democratic Convention. The Presidential Emergency Boards' recommendations are due May 28 and may give some hint of what is to come. (See also Mar. News.)**

Part of Amtrak's response to its budget crisis is to make big changes to and cuts in Saturday Northeast Corridor (NEC) service (including deleting trains 183, 185, 186, 187, 188, 189, 474, 475, 476, and 477). There are also a few NEC changes on Sundays, five fewer New York-Albany round-trips per week and other minor adjustments. The cuts are effective May 18 through Oct. 24 but Amtrak says some services may be restored sooner if the economy warrants. Complicating the traveler's life, no new timetable will be issued, only a "schedule change" flier to be given out with the April 5 timetable. Send NARP a s.a.s.e. for "Amtrak Schedule Change: Northeast Service" and/or NARP Pres. John R. Martin's May 12 letter to Amtrak protesting the cuts; please enclose \$2 with requests for the letter.

Martin withheld comment on another cut included in the above-mentioned package: discontinuance of the Atlantic City-Philadelphia portion of the Atlantic City-Harrisburg service except Saturdays and Sundays.

As suggested in our March Advisory, Amtrak made an 11th hour decision not to change the "Montrealer's" route and schedule, except for minor New York-Washington changes—the train is part of the 8:20 AM from New York and the 4:20 PM from Washington. Send NARP a s.a.s.e. for current timetable—it's not in Amtrak's general timetables.

Amtrak's "Montrealer" economy moves: limit checked baggage to Dec.-Mar. (ski season); run second sleeper only on weekends/holidays/other peaks—about 200 days a year; sleeper passengers get tray meals served in their rooms and coach passengers get regular "Am-snackbar" fare; trade coaches with Boston "Lake Shore Ltd." so "Montrealer" has three Amfleet II coaches instead of four Heritage coaches—reduces crew requirements without changing seating capacity and without adding to the "Lake Shore Ltd." crew.

Rail telephone (Railfone) service was added to Amtrak's "San Joaquin" and Capitol trains Apr. 6. Sixty percent of Amtrak passengers now have access to such service.

Amtrak has a new 800 number for booking group trips of 15 or more—800/872-1477, operating 8:30 a - 8 p ET, M-F.

## Claytor: Amtrak's "Best of Times and Worst of Times"

Amtrak Pres. and Chairman W. Graham Claytor Jr. addressed the NARP Board of Directors at their annual Washington meeting on May 1, bringing news both good and bad.

Most important, for employee morale at Amtrak's biggest maintenance facility—the Beech Grove, IN, shops, Claytor reported Amtrak had found that heavy overhauls on fully-depreciated Heritage cars could be considered a capital item because the overhauls extend the life of the cars. Amtrak reprogrammed \$18 mill. in out-year capital money to the overhauls, thereby avoiding the contemplated lengthy summer furloughs of about 1,000 Amtrak workers reported in our lead February story.

On the negative side, Claytor announced service cuts effective May 18 (see Travelers' Advisory). Also, though speaking only a day after the end of a 60-day public comment period on Amtrak's plans to drop the "River Cities" (Feb. News), he said, "We decided to take off the St. Louis-to-Carbondale train altogether." [Amtrak's Board may decide June 24; last trips could originate Sept. 13. Send NARP \$2 and a s.a.s.e. for the comments we submitted. Ed.]

Overall, said Claytor, Amtrak finds itself "in the rather unusual position of having a very difficult budget to face on the one hand, and on the other, the possibility for the first time of creating an intercity passenger [rail] trust fund. It's really, in many ways, as Dickens said, 'the best of times and the worst of times.'"

Claytor called HR 4414, Rep. Al Swift's (D-WA) bill to set up an intercity rail trust fund, "good news," noting that it is the first bill ever with that goal. Saying that the bill had been referred to the House Ways and Means Committee (see March News, p. 1), he noted the particular importance of support for HR 4414 among members of that Committee.

The opposition to HR 4414 already expressed by the Office of Management and Budget concerned Claytor, who said he would go meet with them again, this time armed with a Congressional Budget Office report saying the bill would not violate the Budget Agreement of 1990.

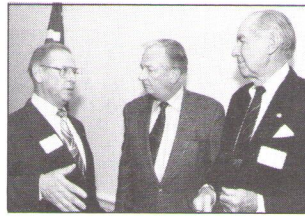
When asked about the chances of starting a new service, like Chicago-Atlanta-Florida, Claytor said it would be impossible under the present level of general-fund support Amtrak gets from the federal government. "That's why you get me the penny," he said. "Without that, I don't think there is a chance of getting any major, new route operating, because of the new equipment . . . and the other money that's required. I'm sorry to say that and I want to do it. But there we are."

### Cost-Cutting

In discussing Amtrak's cost-cutting moves, Claytor blamed the recession and said: "In 1992, our revenue passenger miles are down, not a great deal but three or four per cent below; revenues are down 1.5 or two per cent . . . We held [our costs] as best we can, but our costs are either about the same or up a little. And that has just knocked a terrible hole in our budget . . . When a company has more expenses than it has revenues, you've got to do something about it. We have no reserves . . . We hope that the revenues will turn up before the year is out, which you can't count on, and in the meantime start cutting your expenses . . . There's been no choice."

● Management was cut 10% in 1991, early in the recession. None are getting cost-of-living or merit pay increases this year.

## NARP HONORS REP. SWIFT (continued from page 1)



Rep. Swift and Amtrak Pres. Claytor listen to NARP Pres. Martin



Amtrak Dir. Paul M. Weyrich and NARP Pres. Martin.

Swift, in his gracious acceptance speech, said "important things rarely happen because of just one person." In explaining why he was able to introduce H.R. 4414, which would be funded by one existing federal gasoline-tax penny, Swift gave major credit to Claytor and to Federal Railroad Administrator Gil Carmichael. "Prior to the work of these two people, the position of the administration had been anti-Amtrak. Having the administration in a posture of being open to the case for Amtrak . . . it took people inside to get that done. . . . I thank you deeply for the award. What we've got is an idea that is catching."

The newest co-sponsors of H.R. 4414: Reps. Chet Atkins (D-MA), Jim McDermott (D-WA), Robert E. Wise Jr. (D-WV), Andrew Jacobs Jr. (D-IN), Curt Weldon (R-PA), Lane Evans (D-IL), William J. Hughes (D-NJ), Richard H. Lehman (D-CA), Pat Williams (D-MT), Marcy Kaptur (D-OH), Edolphus Towns (D-NY), Sam Gejdenson (D-CT), Sidney R. Yates (D-IL), Sherwood L. Boehlert (R-NY), Ed Jenkins (D-GA), Jolene Unsoeld (D-WA), Thomas R. Carper (D-DE) and Clyde C. Holloway (R-LA). (See also Mar. and Apr. News.)



Association of American Railroads President Edwin L. Harper (center), flanked by Lucy Harper and NARP'S Ross Capon.



Anthony Padilla (left), Assistant to the Transportation Communications Union's National Legislative Director, with NARP's Ross Capon.

● Marketing, sales and reservations staff were cut. "I don't like cutting advertising. That has an adverse effect on the revenue . . ."

● On-board services, station management, police and other departments also had staffing cuts.

● Claytor defended eliminating the wine and cheese baskets from sleeping car services last Oct. 1. "[They] cost about \$2.5 mill. a year," he said. "We hope to get it back. I like it too, [but] when the question is taking the train off or cutting back to three times a week or doing things like [cutting the baskets] wherever you can, we have no choice."

### New Services and Equipment

● Claytor was confident the "Sunset Ltd." would be extended to Miami, hopefully in October (Aug. '91 News, p. 4). The Louisiana legislature is considering about \$300,000 in signal work CSX is requiring to move the extended "Sunset" expeditiously through Gentilly Yard in east New Orleans. Approval could come in June.

● The Superliner order is on schedule, with the first car expected in July 1993. Three bids have been received on a potential Viewliner order (new single-level, long-distance cars). Claytor hoped a contract for at least 50 cars could be made by the end of the fiscal year.

● A new carwasher is about to arrive in Chicago, which should mean cleaner windows for trains serving that city. ■